VERDICT OF JUDGES APPROVED BY ALL

Men at Navy Yard Delighted That Their Car Got First Place.

(Continued from First Page.)

marshal. Major Sylvester, Chief of Police, and Ray Knox, assistant secretary of the Chamber of Commerce, occupying seats with Mr. West. The second machine carried Deputy Marshal Stoddard, with whom rode Major Judson, Engineer Commissioner of the District. Chairman 'saac Gans, of the parade committee, accompanied by Commissioner West, vice chairman of the committee, rode in the third automobile. President Gude, of the Chamber of Commerce, and Capt. James F. Oyster, vice president, occupied the fourth automobile. The fifth and sixth machines carried George Gall, chairman of the transportation committee, and William T. Galliher and D. J. Callahan, respectively, the latter two being of the finance committee.

MUNSEY RUN CARS ATTRACT ATTENTION

parade, no feature of the spec

And wasn't there in that line of eager centered in one or another of the

as the sweetest music of the day.

And all of the "survivors" were in

e-they couldn't have been enticed

any with a handspike or a derrick.

com the big high-power Studebaker,

the studebaker in the driver's

tt and "Hypo" Reed, the official mov
picture man, and F. J. Byrne, pencil

d writing pad in hand, as passengers,

the diminutive Hupmobile, with R.

Keeler as steersman, and not for
ting the doughty Maxwell, contain
Official Starter "Dick" Covert; the

M. F., with Pilot J. R. Quirk and

ver William Stark; the classy Chai
re-Detroit, the Pullman, the Mary
d, the Columbia, the Winton-Six, the

p, short of name, but long of speed

t endurance; the Elmore and our

washington—they all answered the

die call, and passed along two miles

more of historic Pennsylvania avenue

stir the enthuslasm of those onlook
thousands.

No Cleaning Up.

No cleaning Up.

No cleaning up to speak of was attempted by the wearled tourists, and in consequence the crowds saw plastered over what nine days ago were the glistening, polished bodies of thirty-three autonobils, some red, other blue, black, or green, the mud and dust, of Maryiand, Pennsylvania, New York, Massachusetts, and New Jersey, the five States over whose roadways the flying cars chug-chugged and honk-honked. And to heighten the grimy effect of the spectacle, the passengers of the cars wore, like true reliability campaigners, the same soiled, oil and mud-stained toggery that clothed them on the run. The Munsey cars assembled for the parade at 3 o'clock in front of the Warner Garage, in New Hampshire avenue, which has been the headquarters for the reliability entrants. They were arranged in line by Chairman Frank Trego and Chief Checker A. C. Newmyer, who led the way in the big National car that served as the chairman's car during the entire run.

Signal Comes At Last.

Signal Comes At Last.

The signal to start to join the pageant was given at 3:45, and as the long line of machines, extending over more than two city blocks, moved down New Hampshire avenue, swing around Washington circle, and then into Pennsylvania avenue, the hundreds hurrying to get the best places along the line of procession paused to see and to cheer.

That mile or so between the Warner Garage and the pageant's starting point, near the north entrance of the Ellipse, was perhaps the slowest these spaceannihilating machines had done in days. They were passing along a crowded theroughfare, not a wide roadway, with inflexible police regulations barring the way, and even as those throbbing engines voiced a metallic clamor to rush ahead there was the driver's soothing hand to hold them in cheek.

As the Munsey cars took the head of the procession, moved slowly, and passed the Treasury into the roped-off inclosure of Pennsylvania avenue, the popularity of the reliability run could hardly be doubted. It found expression in huzzas, in hand-clapping, and in all those noisy forms with which a holiday erowd, bent on appeasing its heightening humor, manifests its pleasure.

Some of the Yells. The signal to start to join the pageant

Some of the Yells. "Hy, hy, you Maxwell," "You're all right, Reo," or "Great work, you Ford," "Hy, hy, you Maxwell, "You're all right, Reo." or "Great work, you Ford," were among the passing comments that flew from those eager spectators to cheer the Munseylte ears. And to the car owners and drivers, all of whom had just staked their reputations on the mechanical powers of their cars, this flood of comment from an intent, keenly observant multitude seemed like a declaration that their mud-stained charges were made of the quality of pure gold. That the Munsey autos appeared in such striking contrast to the beautiful spectacle of the flower pageant, with its decked floats and its bunting and flags, from the spectators' point of view added greatly to the zest of the day's big event. Beside the sleek, well-groomed autos that moved up and down the streets filled with merry-makers the Munsey tourists were as battle-scarred campaigners returned from war.

Nor was there a detached autosit nor a solltary person in that vast crowd

o the returned ones. They were a curce of never-failing interest, both then and machines, and they accepted the spirit that it implied homage for

Continues All Through.

memory by a wealth of floral display, an unusual line of autos, of all sizes and makes, but in the eye of the crowd given a great human interest, a pulse-quickening touch, because the Munsey-ites were there.

The cars which participated in the run to Boston and also in the parade were:
National—Chairman's car.
Studebaker—Press car.
Chalmers-Detroit—Press car.
Midland—Pilot and confetti car.
E. M. F.—Pilot and confetti car.
Maxwell—Starter's car.
Autocar—Commissary car.
The other Munsey run cars and their tour numbers were:

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